



Volume 5, Issue 5

Arnold Schwarzenegger, Governor
Sunne Wright McPeak, Secretary of Business, Transportation and Housing Agency
Tony V. Harris, Acting Director

MAY 2004

Caltrans Remembers Those Who Have Died in the Public's Service

Hundreds of Caltrans employees, relatives and friends of the Department gathered at the Capitol on April 8 to observe the annual Workers' Memorial Day.

In a somber ceremony, which included the Caltrans Honor Guard, participants remembered those employees who have died on the job over the last 80 years, including two killed in the line of duty in recent months.

With their deaths, 160 Caltrans men and women have died in the line of duty over the last eight decades -- most of them struck by reckless or inattentive drivers.

The ceremony on the west steps of the Capitol paid tribute specifically to Mike Feliciano, who was killed February 25 by an errant motorist, as well as William Calloway, who fell to his death from the Benicia bridge April 7.

Tony V. Harris, Acting Caltrans Director, told the audience, "Unfortunately, this is a very somber occasion. For the first time in three years we add two more cones."



Caltrans employees observed a moment of silence April 8 in Sacramento as part of the annual Workers Memorial Day ceremony held in Capitol Park.

Patrick Dorinson, the Deputy Director for External Affairs at the Business, Transportation and Housing Agency, acknowledged the most recent deaths and referred to Caltrans tradition in addressing the cost in lives that employees have made over the years.

"Two years ago, the California Department of Transportation planted an oak tree on the east side of Capitol Park as a living memorial to fallen highway workers. During most of that time, we did not suffer a job-related death on the state's highways," Dorinson said.

"Since its planting, the tree has dug its roots deeply into the rich soil and its branches have flourished. And with each new day, it has served as a reminder of the sacrifice that highway workers sometimes make

on their jobs. But its green leaves also reflect the progress we've made in protecting workers against daily peril."

The ceremony was held as part of National Work Zone Safety Week.

Robert W. Halligan Transportation Museum

By Keith Wayne

Administrator, Toll Bridge Restoration Documentation

District 4 (Oakland) has reopened the Robert W. Halligan Transportation Museum with a special exhibit on surveying. The museum is a small, artistic exhibition gallery showing surveying relics, mapping, sophisticated instruments and equipment, and rare displays that are supported by outstanding photographic and historical resources.

It offers a unique glimpse into the importance of surveying. "The idea," said Nelson Aguilar, District Office Chief of Surveying and Right of Way, "is to commemorate and celebrate the nameless thousands of District employees who have contributed, at times with great sacrifice, to the making of our notable transportation system in the Bay Area."

Transportation Museum

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Expert Review Panel Leads the Way in Setting Caltrans Performance Standards



Acting Director Tony V. Harris

As part of the Performance Improvement Initiatives sponsored by Secretary Sunne Wright McPeak of the Business Transportation and Housing Agency, a Transportation Expert Review Panel was convened to explore how to improve the performance of the California Department of Transportation.

After an intensive round of discussions with the Department and other transportation stakeholders during March, the Panel completed its work and submitted its recommendations to Secretary McPeak.

Among the Panel's key recommendations was development of transportation system performance outcomes and measures through a collaborative process with stakeholders. These measures will allow shared accountability and monitoring of the effectiveness of transportation system improvements throughout California.

The Department's own Performance Measure effort began as part of the 1998 California Transportation Plan update. To coincide with the Panel's recom-

mendation, our goal is to review existing efforts, define and reach a consensus on the transportation performance outcomes and measures by July 31 with implementation by September 30.

In the coming weeks and months, we will hear a great deal more about Performance Measures at Caltrans.

We are inviting some of our external partners to join the Transportation System Performance Measure Teams. The kick-off meeting is scheduled for May 26 in Sacramento.

What are Performance Measures? They are standards that allow us to assess the state's multi-modal transportation

"Our ultimate goal is to integrate these measures into long-range, operational and modal decision-making..."

system and then permit the Department and other stakeholders to make informed decisions about that system. By linking strategic goals to performance outcomes, we can better understand how our actions affect the ultimate performance of our transportation system.

More specifically, we hope to use System Performance Measures to drive:

- Improved mobility (for all Californians)

- Greater business-to-business relationships (which charges Caltrans and other government agencies to have a more business-oriented culture)
- Strengthen stakeholder collaboration and shared accountability. (The entire transportation community has a stake in, and should be responsible for, improving the system)
- Optimize return on transportation investments and operational decisions

Our ultimate goal is to integrate these measures into long-range, operational and modal decision-making, which improves transportation services, business functions, and communications with other agencies, stakeholders and travelers.

This initiative is a dynamic process with important milestones attached. It builds on the past, and it will help the Department to move into the future. By working together, we will reinforce the Department's tradition of innovation and leadership and continue as a model for transportation agencies across the country and around the world.



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Transportation Museum

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The museum, which opened March 3, will have different themed exhibits every few years and will emphasize some of District 4's functions and roles. The museum is located on the ground level of the District 4 Office, 111 Grand Avenue, in Oakland, and is named for the museum's founder who collected a large number of items representing Caltrans history.

The exhibits show the development of surveying from its early uses in Caltrans to some of today's modern equipment and techniques. Aguilar said,

"It makes sense that the first exhibit of the museum presents Surveys and Right of Way Engineering as the subject. It follows in the footsteps of our project development process because projects start with surveyors performing their tasks first."

For example, instruments in the museum illustrate the importance of surveying in California's history. With these instruments, surveyors discovered the limits of private and public lands, the paths of transportation, and the boundaries of our state highway system.

Surveying, the process of measuring angles, altitudes and distances on land so that they can be accurately plotted on a map, has seen many innovations and changes. The museum showcases different eras, and illustrates the evolution of surveying equipment. Displays include maps, manuals, historical documents, survey artifacts, instruments and photographs that create a continuous wall of knowledge on surveying.



Historic surveying equipment of all types is currently on exhibit as part of the Robert W. Halligan Museum's reopening in the District 4 office in Oakland.

Highlights include several transits and theodolites that surveyors used to measure both horizontal and vertical angles, and also several levels that surveyors used to determine elevations. Also on exhibit is the portable Curta calculating machine, a marvel of mechanical engineering, a Global Positioning System Receiver, and numerous other surveying instruments and equipment.

In addition to the survey instruments and artifacts, the museum offers a variety of entertaining and educational ways to enjoy history. For example,

a touch screen monitor shows how the Bay Area Transportation Management System works. And a paper crepe parachute represents the thousands that rained from airplanes on the opening day of the Bay Bridge in November 1936. Also on exhibit is a replica of the mission bells that mark El Camino Real, indicating the route of Father Junipero Serra, and an architectural model of the recently opened Alfred Zampa Memorial Bridge.

"Virtual visitors" can experience the museum on the District 4 Web page. The museum is open Tuesdays and Thursday between 10 and 11 a.m., and tours are available by calling Greg Bayol at (510) 286-6169, Keith Wayne at (510) 622-0120, or Bruce Quinn at (510) 286-5294.

The opening was made possible in large part through the efforts of Bayol, District office Chief of Toll Bridge Restoration Documentation; Quinn, District Branch Chief in the Office of Right of Way; and Robert Macpherson and the California Transportation Foundation.

District 4's Toll Bridge Restoration Documentation

By Keith Wayne

Administrator, Toll Bridge Restoration Documentation

District 4 (Oakland) is in the midst of one of the most ambitious and challenging periods of toll bridge construction in its history. As a result a new office, the Toll Bridge Restoration Documentation, has been created.

Headed by Chief Greg Bayol, the office is intended to ensure that District 4's efforts to seismically retrofit, revitalize, or replace the toll bridges have been properly documented through project records, film/video, still photography, and written and spoken accounts.

"When we look back at the construction of the great bridges

on San Francisco Bay, one of the missing elements is the perspective of the worker," Bayol said. "These bridges were built during hard times. I do not want to miss the great opportunity we have now to make a record of all aspects of this work."

Part of the documentation process is still photography. Senior Photographers Bill Hall and John Huseby's assignments range from restoration work on bridges to scenic pictures and portraits. The photo documentation is an important ingredient in the historical documentation process and provides the public with an added dimension that complements written reports.

Also helping to support the effort are office technician Sylvia

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Scaling, Not Just a Random Act of Engineering

By John Duffy
and Susana Zavala

Scaling, by definition, is the removal of marginally stable or unstable rocks from the face of a rock slope. The practice is known by many names. Rock climbers call it "trundling," kids call it "playing," and the Swiss used it as a weapon to generate rockfall to ward off invaders.

Caltrans geologists direct scaling operations on more than 3,000 miles of roadway in California -- protecting people and facilities from falling rocks. Scaling is not "a random act of engineering" but is an organized, deliberate discipline founded on geologic and engineering principles and is a technique used throughout the world.

Winter storms and earthquakes often accelerate the slope aging process, eventually weakening the slope's surface and resulting in loose blocks of rock. In time, just as with structures, the slope surfaces need maintenance. Rock patrols and scaling typically stand as the first line of defense. It's a challenging endeavor.

In the 1860s, during the great railroad project connecting Sacramento to Omaha, Chinese and Irish laborers had the perilous task of moving loose rocks as cuts were excavated for the monumental construction project. During the great dam projects of the early 1920s, workers hung onto ropes with their bare hands or were slung in a crudely fashioned device similar to a swing seat. Following World War II and influenced by mountaineering techniques from Europe, climbers started looking toward much safer techniques for accessing the slopes.

Today many improvements have been made for industrial, recreational, and rescue climbing, but until recently nothing had been developed for people working on rock cut slopes with loose rocks. Faced with this void, Caltrans geologists in the mid-1980s, working with maintenance, began developing a structured program for scaling slopes.

They initially used recreational climbing tools to access the slopes for reconnaissance, mapping, and design purposes. While on the slopes, they also removed loose rocks and soon realized



For some, "scaling" is recreational. But Caltrans workers climb slopes along 3,000 miles of roadway -- protecting the public against falling rock.

that the techniques could be adapted for comprehensive scaling operations.

In the early 1990s, engineering geologists, working closely with Caltrans rock and avalanche blasters, began developing a class to teach the skills needed to access the slopes with ropes. Classes were intended to train Caltrans maintenance staff proper climbing techniques.

As a result, Caltrans staff can now work on steep slopes along state highways to help prevent rockslides and landslides. The training also prepares crews to help restore these areas to safe conditions following slide activity.

Initially, the Department developed a maintenance code of safe operating practices and began a 16-hour class at Camp San Luis Obispo. Since those early days, Caltrans has made other important changes. The Kingvale Maintenance Academy now offers a three-day course each May and June. More than 600 students have graduated since 1990. No one has ever been injured while attending these classes.

Scaling teams and other trained personnel exist in Districts 1, 2, 3, 4, 5, 6, 7, 9, 10, and 11. In addition to slope maintenance personnel, other units benefit from the training including construction, surveys, geotechnical, hydraulics, storm water teams and environmental.

The Caltrans scaling training program is the only one of its kind, and the Department regularly receives inquiries from across the United States and abroad. Our scaling teams have been featured in the National Geographic special "Landslides" and the Learning Channel Special "Disasters Detectives." John Duffy says, "It is truly a unique program enabling Caltrans to employ best management practices. Climb on!"

Editor's Note: John Duffy is a Senior Engineering Geologist who runs the Rock Climbing school. Susana Zavala is a Public Information Officer in District 5.

Caltrans Rehabs Fresno Station; Celebrates 30-year Anniversary

Caltrans, Amtrak and the City of Fresno began work in late March on a \$6 million rehabilitation of the city's historic downtown Santa Fe train station.

In a groundbreaking ceremony, officials from the three entities turned the first symbolic shovels of earth to launch the project, which is scheduled for completion this autumn.

"In the past decade, the Department has joined with many cities to construct and rehabilitate train stations along our intercity routes," said

Caltrans Acting Director Tony V. Harris. "This project exemplifies the growth of our intercity passenger train service while paying tribute to the rich history of railroads in California."

The project began, coincidentally, as Caltrans and its partner Amtrak were celebrating the San Joaquin service's 30th year of operation in the Central Valley, Sacramento, and the Bay Area.

Amtrak, which operates intercity trains on the Department's behalf under the Amtrak California banner, began passenger rail service in the valley on March 6, 1974, with a single round trip between Oakland and Bakersfield. The state joined the partnership in 1979 and added a second roundtrip soon afterward. Today the Department funds four roundtrip San Joaquin trains between Bakersfield and Oakland and two trains from Bakersfield to Sacramento.

The state now funds three intercity passenger routes, the San



The Caltrans-Amtrak San Joaquin intercity rail program recently celebrated its 30-year anniversary of serving riders between Bakersfield, Sacramento and the Bay Area.

Photo provided by Glass/McCue Advertising Agency

Joaquins, the Pacific Surfliners (between San Diego and San Luis Obispo) and the Capitols (between the Sacramento and Bay areas).

The Fresno rehabilitation project is intended to return the station to its late 19th century appearance. Built in 1899, the California Mission-style structure has seen two major additions in its career as a Santa Fe railroad depot. The city hired Johnson Architecture, of Fresno, to ensure that all work on the station is historically authentic.

It will recall an era that began in 1855 when the Sacramento Valley Railroad began service between the Capital City's waterfront and the city of Folsom. Other routes were begun throughout the state, but later retired in the 1950s and 1960s in the face of increasing competition from automobile and air travel.

Reyman Brothers Construction, Inc., of Sparks, NV, will rehabilitate more than 25,000 square feet, of which 5,400 square feet will be devoted to Amtrak service. The city is particularly interested in restoring the station's clock and clock tower, which currently is obscured by earlier station modifications that will be removed during the construction project. The clock will be replicated from existing photos and blueprints if city personnel cannot locate the original.

Caltrans provided \$4.9 million in Transit Capital Improvement Funds of the total \$6 million project cost.

Purcell, Roberts, Moskowitz and Rhyner Awards at Tranny Luncheon

A luncheon will be held May 12 at noon for winning teams, engineers, and managers in the 15th Annual Tranny awards. Activities begin with an 11:30 a.m. "no host" reception at the Sterling Hotel, 13th & H streets, Sacramento.

Reservations forms are available in each District Public Affairs Office or from District Award Coordinators by e-mail. Reservation tickets are at \$45 per person. FAX reservations to the California Transportation Foundation, (916) 453-1767.

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Dewitt, who makes sure that the office runs smoothly, and Carl Weingarten, the District 4's Webmaster.

Future projects for District 4's Toll Bridge Restoration Documentation include a video documentary of the New Carquinez Bridge construction, video documentation of the new Bay Bridge construction and more.

To donate artifacts relating to Caltrans history, contact the author at (510) 622-0120.

D-8 Worker in 'Right Place, Right Time' to Rescue Brave Little Girl

By Rose Melgoza
Chief, District 8 Public Affairs Office

Many have heard about "being in the right place at the right time." Gerry Magnuson, Caltrans Maintenance Leadworker for District 8, experienced that first hand. On April 13, fate offered him an opportunity to do a good deed and help someone in need.

Magnuson was overseeing a contractor's guard rail repair work along State Highway 60 near Jack Rabbit Trail in Moreno Valley. He noticed a vehicle down in a ravine and went to call for help. Ralph Marino, employed by Modern Alloys based in Stanton, saw some movement from within the vehicle and immediately climbed down the slope some 200 feet below.

A woman with her 6-year old daughter,

Ruby Bustamante, was traveling from Banning to Norwalk along Highway 60 in the region known as the badlands - 260 square miles of parched, buckled earth with myriad winding roadways through several box canyons. The mother died in the accident.

Apparently, the woman lost control of her vehicle, hit the concrete center divider and went over the side of the roadway, crashing into a large tree. The Los Angeles Times reported that the accident happened some seven days prior to being discovered by the workers.

After climbing down the steep embankment the contractor's employee, Ralph Marino, was able to rescue the little girl from the crashed vehicle and bring her to safety. Gerry, a 34-year veteran of

Caltrans was there to help carry the little girl from the top of the slope to a safe vehicle. Her first words to Gerry were that she was very thirsty. Ralph and Jerry gave her some water and an apple before emergency medical services arrived.

Caltrans highway workers are out on the roadway every day and are called upon to help the public whenever possible. Gerry's supervisor, Gary Cranford, said, "Gerry Magnuson has always been a conscientious worker, focused on the safety of his coworkers and others. He is the kind of employee I wish I had a bunch of."

Magnuson said simply, "We were just doing our job and happened to be in the right place at the right time. I did what anyone else would do in the same situation."

"Ruby is a brave little girl."

Inaugural Rhyner Award: Anziano and Appleton Honored

By Janis DeVerter
Caltrans Awards Coordinator

The jury panel of the 2004 Emerson Rhyner Award has selected two Caltrans employees as co-recipients of this year's awards, Tony Anziano, Assistant Chief Counsel, San Francisco Legal; and James Appleton, Chief of the Office of Photogrammetry, Division of Engineering Services in Sacramento.

The honor is being granted for the first time this year and is co-sponsored by the California Transportation Foundation and Caltrans. The awards will be officially presented at the May 12 CTF Tranny Banquet.

The award is named after Emerson Rhyner who was Deputy Chief of the Division of Contracts and Right of Way/Legal Division during the early 1960s. He represented the Department to the Legislature and to transportation interests in Washington, D.C. His efforts helped define the relationship between state highway departments and national interests at the start of the Interstate Highway Program.

Anziano has been the lead attorney for many of the Department's most important projects such as the New Eastern Span of the San Francisco Oakland Bay Bridge, Cypress Freeway Replacement, and Transbay Transit Terminal. His expertise in project planning, delivery and environmental have been instrumental in forging positive

relationships with the Federal Highway Administration, regional regulatory agencies, as well as local public and private partners.

As the Department's Assistant Chief Counsel for 18 years, his expertise at the federal level encompasses the National Environmental Policy Act, Clean Air Act, Comprehensive Environmental Response, Compensation and Liability Act, Coastal Zone Management Act, Endangered Species Act and National Historic Preservation Act.

At the state level his knowledge includes the California Environmental Quality Act, Porter-Cologne Act, Hazardous Substance Account Act, California Endangered Species Act and others.

As Chief of the Office of Photogrammetry for the Department, Appleton spearheaded all phases statewide of the Digital Highway Inventory Photography Project (DHIPP), which has revolutionized the

Department's use of aerial imagery. The Web-enabled application provides online training and basic imagery manipulation

tools for the user with modest needs, and assists more demanding users in using Computer Aided Drawing (CADD) and Geographic Information Systems (GIS).

He has also fostered other significant operational improvements in the Office of Photogrammetry, including the reduction in delivery of photogrammetric data from 14.5 months to 4.2 months. His research and implementation of Airborne

Rhyner Award

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'Hats Off' to Caltrans Employees

On a regular basis, Caltrans employees receive appreciation letters by external customers for outstanding performance. "Hats Off" features some of these well-deserved accolades earned by employees throughout the Department. Keep up the good work! (Editor's note: Letters can be submitted to Robin Witt for possible publishing. Letters may be edited for length and continuity.)

I have driven a school bus in Plumas County for the last 24 years. For 21 of those years I have driven the Feather River Canyon route, sometimes putting 240 miles a day on the bus transporting students up and down that unpredictable roadway. I have driven that road in every possible type of weather condition and want to thank the Caltrans crews, especially the Pulga crew, for their attention and care in maintaining Highway 70.

The kids on my bus figured out that I have driven over 1,000,000 miles in the canyon in these 24 years and that all those miles and years have been accident free is, in large part, due to the sanding and excellent work of your road crews.

Driving a school bus is a major responsibility and when combined with driving the canyon the job becomes a major stress. I always felt supported and thought of by the Pulga crew for the 12 years I drove the lower canyon for Indian Jim Elementary School and still appreciate every grain of sand you guys and gals put on the road!

As I plan to retire in June, I just wanted to be sure to say thank you before I hang up my keys.

Most Sincerely,
Rose Buzzetta
Canyon Bus Driver
Plumas Unified School District

To Ivy Estrada:

You may recall that I recently corresponded with you regarding the trees across from my home and near Edgewater Condos. You replied to me very quickly and then informed me promptly that the trees would be removed within days.

I just want to let you know that I appreciate your courtesy to me and my wife by being in touch with us and easing our concerns. The trees are indeed removed and your professionalism and help to us in this matter is not taken for granted...we do thank you!

Best regards,
William Stansel
Editor's note: Ivy Estrada is a Public Information Officer in District 8

Hats Off



On April 12, at approximately 8:30 a.m., my sister's sky blue mid '60s model Camaro stalled on the lower deck of the Bay Bridge. Due to an electrical short, she was unable to use her hazard lights or even her brake lights and she was terrified.

She waited only moments after calling for assistance before a very nice gentleman towed her safely off the bridge. He was very kind to her. We are so very thankful for the immediate assistance that she received, especially after hearing this morning about the young woman that got out of her car and attempted to walk to safety. Our heartfelt sorrow goes out to her loved ones.

Thank you. And keep up the good work.

Our warmest regards,
Joey and Jennifer Nicolai

(Editors note: The identified tow truck driver is Jeff Pike, a Caltrans Equipment Operator II, who is part of the Emergency Road Service Crew in District 4)

Dear Governor Schwarzenegger:

I would like to let you know about a state employee who went out of his way to assist me. He is Charles Price, and he works at Caltrans.

I applied for a FasTrak transponder in December 2003. On January 6, 2004, my VISA card was debited by FasTrak. No transponder arrived. (However), on January 29th I reached Mr. Price. Not only was he genuinely interested in my problem, he told me he would see that my transponder was sent out immediately. True to his word, I received my transponder by FedEx the next day.

Sincerely,
Mark Posner, MD

Editor's note: Price is Office Chief of Electrical Systems in District 4.

Adopt-A-Highway Program Wins Waste Reduction Award



The Humboldt County Health and Human Services selected District 1 to receive one of their 12 annual waste reduction awards for Most Effective Recycling Project.

While the Adopt-A-Highway Program has always encouraged its litter removal groups to recycle items found at their adoption site, there are barriers that make recycling difficult, if not impossible, to accomplish. When gathering litter, volunteers carry a litter picker in one hand and a trash bag with the other hand.

With both hands full, workers find it is nearly impossible to carry a separate bag for storing recyclable beverage containers. Since Caltrans requires that filled trash bags be left along the roadside, the litter cannot be taken away from the adoption site for sorting.

Approximately 5 percent of all trash collected along roadsides is recyclable. "Project Recycle" was developed to help reduce landfill use and make it possible for Adopt-A-Highway groups to recycle beverage containers. The foundation of Project Recycle is an over-the-shoulder collection bag that permits Adopt-A-Highway participants to collect recyclable containers while keeping both hands free to work.

The bag, designed by Nita Brake-Mills, the District's Adopt-A-Highway Program Coordinator, received funding from the Caltrans Environmental Program to produce a limited number of shoulder bags. The Northcoast Environmental Center, on behalf of the California Coastal Commission, donated plastic bags to use as bag liners.

As a result of Project Recycle, Caltrans, in the 2003 report to the California Integrated Waste Management Board, reported a total of 1,376 tons of beverage containers recycled -- helping to meet the Department's goal of diverting trash at a rate of 50 percent by 2004.

DO YOU HAVE A SUGGESTION ON HOW TO IMPROVE STATE OPERATIONS? IF SO, YOU MAY BE ELIGIBLE FOR AN AWARD! CONTACT THE EMPLOYEE RECOGNITION PROGRAM AT (916) 227-9803 OR VISIT THE WEB SITE AT:

<http://admin.dot.ca.gov/hr/recognition/index/shtml>

Exams Schedule

The Caltrans Examination Office anticipates that the following examination bulletins will have a Final Filing date in May/June:

Personnel Technician I (Promo)
Senior Information Systems Analyst (Specialist) (Promo)
Staff Information Systems Analyst (Specialist) (Promo)
Transportation Engineering Technician (Promo)

The following examinations allow for continuous filing:

Caltrans Heavy Equipment Mechanic (Promo)
Deputy Attorney, Caltrans (Open)
Deputy Attorney III (Promo)
Deputy Attorney IV (Promo)

The following examinations allow for continuous filing on the Internet:

Senior Environmental Planner (Promo)
Senior Right of Way Agent (Promo)
Senior Transportation Engineer, Caltrans (Promo)

Visit our Web site at www.dot.ca.gov/hq/jobs for open, promotional, CEA and MSDP examinations.

Rhyner Award

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GPS has provided important safety benefits by moving survey activities outside of the right-of-way. The Office of Photogrammetry has led the industry in developing this technology.

The annual Tranny Banquet Luncheon will be May 12 at the Sterling Hotel, 13th and H streets, Sacramento. The no-host reception will begin at 11:30 a.m. with lunch at noon. Reservations are available by calling the California Transportation Foundation at (916) 453-1767. For further information, contact Janis DeVerter, Caltrans Awards Coordinator, at (916) 653-8879 or by Lotus Notes.

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